

Quick Facts

Illinois Crash Information 2006

Children (Aged 14 & Younger)

Motor vehicle crashes are one of the leading causes of mortality and severe injury for children in Illinois.

	All Crashes	Crashes Involving Children (Aged 14 & Younger)
Crashes:	408,851	41,551
Fatal Crashes:	1,136	50 ^a
Injury Crashes:	75,736	7,166 ^a
Total People Involved:	960,890 ^b	65,976 ^c
Total Fatalities:	1,254 ^b	55 ^c
Total Non-Fatal Injuries:	106,901 ^b	9,086 ^c

^aNumbers only reflect crashes in which fatality or non-fatal injury was specifically a child

^bTotals include occupants and non-occupants; e.g. 960,890 total people = 951,223 occupants + 9,667 non-occupants

^cNumbers include children only (occupants and non-occupants)

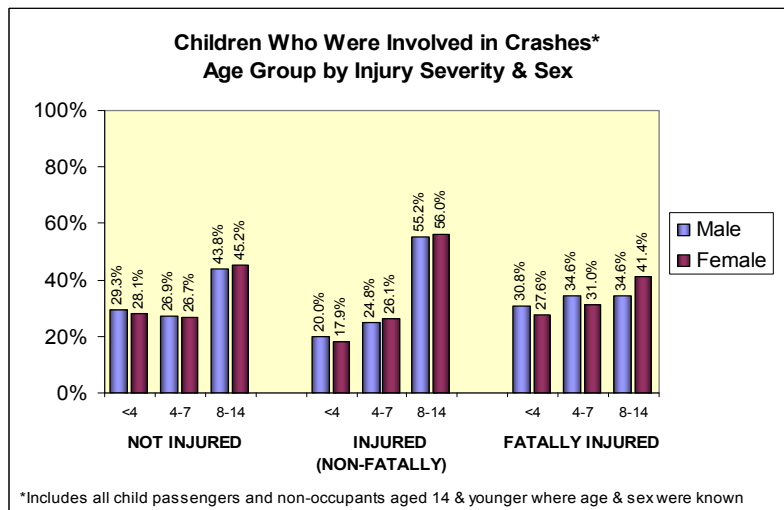
Children aged 14 and younger were involved in 41,551 (10.2%) of all 408,851 crashes that occurred in Illinois in 2006, either as passengers, drivers, pedestrians, pedalcyclists or other non-occupants of vehicles. Children accounted for 55 (4.4%) of all 1,254 traffic fatalities overall. They accounted for 55 (12.2%) of all 452 fatalities among passengers, pedestrians, pedalcyclists and other non-occupants.

	All		Fatally Injured	
	Total All Ages	Children Aged 14 & Younger	Total All Ages	Children Aged 14 & Younger
	N	N (%)	N	N (%)
Passengers	237,832	63,495 (26.7)	285	33 (11.6)
Pedestrians	6,393	1,336 (20.9)	137	15 (10.9)
Pedalcyclists	3,248	872 (26.8)	24	5 (20.8)
Other non-occupants	26	2 (7.7)	6	2 (33.3)
Subtotal	247,499	65,705 (26.5)	452	55 (12.2)
Drivers	713,391	271 (<0.1)	802	0 (0.0)
Total	960,890	65,976 (6.9)	1,254	55 (4.4)

Demographics

Where age & sex were known, 30,796 (49.7%) of all 61,918 child passengers and 1,523 (68.9%) of all 2,210 child non-occupants aged 14 & younger were male.

Children aged 8 to 14 who were involved in crashes in any capacity other than as drivers were 1.3 times as likely to be non-fatally injured as those aged 7 & younger, but those aged 7 & younger were 1.2 times more likely than those aged 8 to 14 to be fatally injured.



Note: Data as of May 23, 2008; with 408,851 crash records, 766,704 vehicle records and 960,890 person records

Funding and development of this fact sheet was provided by: Illinois Department of Transportation, Illinois EMSC (a collaborative program between the Illinois Department of Public Health and Loyola University Medical Center) and the CADE Group at the University of Illinois at Chicago. October 2008

Restraint Use by Child Passengers

Restraint use was reported for 56,132 (88.4%) of all 63,495 child passengers aged 14 and younger who were involved in crashes.* Children who did not use seat belts or child restraints properly were 1.4 times more likely to be non-fatally injured and 5.6 times more likely to be fatally injured in crashes than children who did use restraints properly.

Proper Restraint Use Reported	Passengers Aged 14 And Younger	Injured	Fatally Injured
		N (%)	N (%)
Yes	56,132	5,805 (10.3)	19 (0.034)
No	7,363	1,053 (14.3)	14 (0.190)
Total	63,495	6,858 (10.8)	33 (0.052)

Improperly Used Child Restraints

When child restraints were used improperly, children were 36.2 times more likely to be fully or partially ejected from the vehicle during the crash.† They were also 5.5 times more likely to become trapped in the vehicle, requiring emergency workers to extricate them after the crash.‡

Child Restraint Use	Passengers Aged 14 and Younger	Ejected	Trapped/ Extricated
		N (%)	N (%)
Used Properly	16,278	10 (0.06)	11 (0.07)
Used Improperly	270	6 (2.22)	1 (0.37)

Seating Location of Child Passengers in Vehicle

Children who were involved in crashes in Illinois in 2006 as passengers were more likely to be non-fatally injured and fatally injured if they were not seated in the front or back seats of a vehicle.

- Just 4,591 (7.4%) of all 62,343 child passengers were positioned in places other than the front and back seats, including riding or hanging in either open or enclosed areas of vehicles (such as bus seats), but 7 (21.9%) of all 32 child passenger fatalities were among these children‡
- Among all children who were involved in crashes as passengers, those not seated in front or back seats were 3.5 times as likely to be fatally injured as those who were seated

Seating Location ^a	Non-Fatally			Total
	Uninjured N (%)	Injured N (%)	Fatally Injured N (%)	
Front	11,123 (20.1)	1,797 (26.2)	6 (18.8)	12,926 (20.7)
Back	40,240 (72.6)	4,567 (66.6)	19 (59.4)	44,826 (71.9)
Other	4,092 (7.4)	492 (7.2)	7 (21.9)	4,591 (7.4)
Total	55,455 (100.0)	6,856 (100.0)	32 (100.0)	62,343 (100.0)

^a For all children aged 14 & younger where seating location was known

* Percent using restraints was defined as the number of children for whom seat belt use or proper child restraint use was reported divided by the total number of children involved in crashes

† Where child restraint use and ejection/entrapment/extrication were known

‡ Where seating location was known

Geographic Facts

- Just 5,712 (14.5%) of all 39,287 crashes involving child passengers took place in Chicago, compared with 112,727 (30.5%) of all 369,564 crashes in which no child passenger was involved.
- In contrast, 998 (46.1%) of all 2,166 crashes involving child non-occupants such as pedestrians and pedalcyclists took place in Chicago, compared with 117,441 (28.9%) of all 406,685 crashes in which no child non-occupant was involved.

	Passengers		Non-Occupants (i.e. pedestrians, etc.)	
	Crashes Involving Child Passengers n (%)	Crashes Involving No Child Passengers n (%)	Crashes Involving Child Non-Occupants n (%)	Crashes Involving No Child Non-Occupants n (%)
Chicago	5,712 (14.5%)	112,727 (30.5%)	998 (46.1%)	117,441 (28.9%)
Suburban Cook County	8,943 (22.8%)	75,686 (20.5%)	425 (19.6%)	84,204 (20.7%)
Chicago Collar Counties	10,817 (27.5%)	72,799 (19.7%)	280 (12.9%)	83,336 (20.5%)
Rest of State - Urban	7,765 (19.8%)	54,307 (14.7%)	278 (12.8%)	61,794 (15.2%)
Rest of State - Rural	6,050 (15.4%)	54,045 (14.6%)	185 (8.5%)	59,910 (14.7%)

Note: Counties were stratified according to criteria defined by the Behavioral Risk Factor Surveillance System for the Illinois Department of Public Health
 URL: <http://app.idph.state.il.us/brfss/default.asp>

Time of Day/Day of Week

Crashes involving child passengers and crashes involving child non-occupants such as pedestrians and pedalcyclists were both concentrated during the day time, roughly between 7:00 am and 7:00 pm. Crashes involving child non-occupants were particularly concentrated before and after typical school hours (7:00 am to 9:00 am and 2:00 pm to 8:00 pm).

